

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### AGENDA

The next meeting of the  
Congestion Management & Air Quality Committee  
will be as follows.

**Date:** Monday, July 25, 2005 - 3:00 to 5:00 p.m.  
**Place:** San Mateo City Hall  
330 West 20th Avenue, San Mateo, California  
Conference Room C (across from Council Chambers)

PLEASE CALL WALTER MARTONE (599-1465) IF YOU ARE UNABLE TO ATTEND.

- |    |   |   |                       |
|----|---|---|-----------------------|
| 1. | Public Comment On Items Not On The Agenda | Presentations are limited to 3 minutes. | 3:00 p.m.<br>(5 mins) |
|----|---|---|-----------------------|

#### **CONSENT AGENDA**

- |    |                                  |                     |                                    |
|----|----------------------------------|---------------------|------------------------------------|
| 2. | Minutes of May 30, 2005 meeting. | Action<br>(Martone) | Pages 1-6<br>3:05 p.m.<br>(5 mins) |
|----|----------------------------------|---------------------|------------------------------------|

#### **REGULAR AGENDA**

- |    |  |                                  |   |
|----|--|----------------------------------|---|
| 3. | Review and approval of a C/CAG funding commitment to update the Countywide Geographical Information System (GIS) | Action<br>(Martone/Lodge)        | Pages 7-9<br>3:10 p.m.<br>20 mins                                     |
| 4. | Introduction of Sustainable San Mateo County Indicators Report and request for input.                            | Action<br>(Boone/Shelley Kilday) | Pages 11-16<br>3:30 p.m.<br>20 mins                                   |
| 5. | Discussion on the new environmental role of CMAQ and consideration of a change in name for the Committee.        | Action<br>(Boone)                | Pages 17-20<br>3:50 p.m.<br>15 mins                                   |
| 6. | Accept the Draft 2005 Congestion Management program (CMP) for San Mateo County.                                  | Action<br>(Wong)                 | Pages 21-24<br>& Report enclosed separately<br>4:05 p.m.<br>(20 mins) |

- |    |  |                           |   |                     |
|----|--|---------------------------|---|---------------------|
| 7. | Accept the Draft San Mateo County Intelligent Transportation Systems (ITS) Strategic Plan. | Action<br>(Wong)          | Pages 25-27<br>& Report<br>enclosed<br>separately | 4:25 p.m.<br>20 min |
| 8. | Member comments and announcements.   | Information<br>(Townsend) |   | 4:45 p.m.<br>10 min |
| 9. | Adjournment and establishment of next meeting date for August 29, 2005.                    | Action<br>(Townsend)      |   | 4:55 p.m.           |

**NOTE:** All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

**NOTE:** *Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

Other enclosures/Correspondence

- None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
COMMITTEE ON CONGESTION MANAGEMENT  
AND AIR QUALITY (CMAQ)**

**MINUTES  
MEETING OF MAY 23, 2005**

At 3:05 p.m., the meeting was called to order by Chairman Marland Townsend in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Deberah Bringelson, Judith Christensen, Tom Davids, Linda Larson, Vice Chair Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Sandy Wong (C/CAG Staff - County Public Works), Mark Duino (C/CAG Staff - County Planning), Richard Napier (C/CAG Executive Director), Christine Maley-Grubl (Peninsula Traffic Congestion Relief Alliance), and Jill Boone (C/CAG Staff - County Public Works-Recycleworks).

**1. Public comment on items not on the agenda.**

- None.

**CONSENT AGENDA**

**2. Minutes of April 25, 2005 meeting.**

*Motion: To approve the Minutes as presented. Richardson/Lempert, unanimous.*

**REGULAR AGENDA**

**3. C/CAG budget for Fiscal Year 05-06.**

Richard Napier, Executive Director, presented the final transportation budget for C/CAG for fiscal year 05-06. The focus of the presentation was the changes that were recommended by the CMAQ and C/CAG at the meetings where they reviewed the draft budget. They include:

- The format has been divided into seven sections for easier reference.
- A normalized, five-year budget overview was prepared for comparison purposes and trend analysis.
- Member assessments have been flat for three years; however expenditures have risen somewhat. The C/CAG Board has instructed staff to show that there will be a 5% increase in member assessments in 06-07.
- Accounting, legal, and office expenses are being shared among all of the various funds in the C/CAG budget.
- In the transportation services fund, all of the reserves were originally being used up in

order to bring it into balance. The C/CAG Board and CMAQ requested that a reserve be maintained. Through the careful management of expenditures, a \$60,000 reserve balance is now anticipated for the end of fiscal year 04-05.

- Some new graphs have been added in order to better illustrate the trends.
- There is an expense in 04-05 for the AB 1546 Program but no revenue. The revenues will not start accruing until July 1, 2005. After the revenues come in, the expense item will be repaid. This expense item was for the establishment of the collection mechanism by the California Department of Motor Vehicles for the AB 1546 Program. It was originally anticipated to be \$250,000. The actual cost was slightly over \$100,000 to the credit of DMV, which accomplished the task on schedule and at less than one-half the cost. The AB 1546 program will sunset in 09-10.
- The 05-06 budget will distribute the salaries of staff members to the various programs that they are working on. In the past, most of these expenses were charged to either the General Fund or to another single fund.

Comments:

- Richard received a number of compliments on the improved budget format and presentation.
- It was suggested that a list of acronyms be included.
- It was noted that the costs of the Airport Land Use Commission (ALUC) responsibilities is a big draw on the General Fund. It would be good if another source of funding could be secured in the future for this activity. Chairman Townsend noted that San Francisco International Airport already contributes a significant amount of funding to this function. San Mateo County owns the remaining two airports and they should assume some responsibility for the cost of providing the ALUC functions for these two airports.

***Motion: To adopt budget as presented by the staff. Richardson/Bigelow, unanimous.***

**4. Recommendations for the award of funding to cities under the 3<sup>rd</sup> cycle of the “local transportation services” component of the Countywide Congestion Relief Plan (shuttle program).**

Walter Martone reported:

- There is \$700,000 budgeted to support this activity. One-half from C/CAG and one-half from the Transportation Authority.
- Only the cities and the County are eligible to apply for the funds, and the sponsoring agency must agree to match the funds dollar-for-dollar.
- The applications for this cycle total a little under \$350,000. Therefore it is likely that a second round of funding will occur in the fall.
- All of the programs are renewals except for a new transit pass subsidy program in the City of East Palo Alto, and a new on-call shuttle service for the Bayshore District of Daly City and all of Brisbane that predominately serves the elderly.
- The City of Millbrae got started with its program a little late and also had to cut out the service to schoolchildren due to State regulations. They are requesting to use funds that will be left over from the current year in order to extend their operations through the next fiscal year.

- All of the renewal programs received very favorable reviews through the recent shuttle evaluation commissioned by C/CAG. This evaluation has established new performance standards for programs beginning July 1, 2005. All of the renewal programs have already achieved at least one of the three standards set. They will have next fiscal year to increase performance to meet all three standards.
- The Technical Advisory Committee recommends these programs for approval.

Comments:

- There was particular interest in the East Palo Alto subsidized transit pass program. This demonstration may become a model for implementation in other low-income communities.
- The MTC Lifeline program was briefly discussed and praised.
- It was noted that there are many pockets of poverty in San Mateo County that could benefit from these types of services.
- As part of the on-going review of these programs, we should be measuring the impact that they are having on the existing transit service.
- The cooperative effort of Daly City and Brisbane has shown that city boundaries become artificial when individuals are trying to get to their destination.

***Motion: To adopt the staff recommendations to fund the local transportation service programs as presented by the staff. Bigelow/Lempert, unanimous.***

**5. MTC's Transit Oriented Development Program (TOD) and potential impact on the Dumbarton Rail Extension.**

Jim Bigelow requested that this item be brought to the CMAQ Committee for discussion. The Metropolitan Transportation Commission (MTC) has developed a new policy on Transit Oriented Development and has linked it to funding for new rail starts.

Richard Napier reported that MTC is considering three options for implementing this policy. A copy of the options was included with the CMAQ packet. Sue Lempert noted that although MTC has not yet taken action on the policy, it appears that the Commissioners are leaning toward the middle option, which is the more moderate approach. MTC has also chosen four multi-county corridors that they hope to target this program for. The Dumbarton Rail Corridor was one of the four chosen. It was also pointed out that in order to qualify for the funds, MTC is going to expect the local jurisdictions to make zoning changes in order to enable the more concentrated jobs and housing to occur in the corridor. In looking at the data for the Dumbarton Rail Corridor, the numbers of jobs and housing are almost at the level desired by MTC. Therefore there will not need to be significant additional development in the Corridor in order to qualify for the funds.

***Motion: The C/CAG CMAQ Committee recommend that the C/CAG Board support the MTC policy on TOD and New Rail Starts extensions as stated in the proposed policy, that the policy should include the counting of both housing and jobs in each corridor, that it implements the station area funding, and that MTC work on innovative incentives to reward programs that are implementing the policy. Bigelow/O'Connell, unanimous.***

Two additional issues were raised:

- That we ensure that the new policy does not result in putting mandates on the cities or taking away of funding from the cities.
- Concern was expressed that the policy counts housing units and not individuals. It was noted that the various planning directors who participated in the policy development indicated that housing units would be a more justifiable number to base it on.

**6. Discussion on the new Environmental role of CMAQ and consideration of a change in name for the Committee.**

The C/CAG Board recently approved an expansion of the role of CMAQ to include issues dealing with environmental protection. Jill Boone made the following presentation:

- There are a number of items related to recycling and green building programs that could benefit from C/CAG involvement.
- Energy and water usage in San Mateo County is increasing dramatically and will have Countywide impacts. Conservation, recycling, and green building programs can play a major role in addressing these issues.
- CMAQ may want to consider a name change to include these new responsibilities.

Under discussion the following comments were made:

- A draft charter for these new responsibilities should be developed for consideration by CMAQ.
- Will these new responsibilities include Waste Management and NPDES?
- Congestion Management and Environmental Quality was suggested as a possible new name.
- Samceda was also noted as a possible vehicle for taking on this new environmental role.
- We need to ensure that the elected officials of the cities are actively involved in addressing these important issues.
- This new responsibility seems like a good complement to the existing role of CMAQ.
- Individuals were interested in the amount of funding that is currently being devoted to the environmental effort in San Mateo County and the source of the funds.
- CMAQ has had a strong record in identifying ways in which the cities can become involved in important issues such as the environment.
- If the additional responsibilities become too burdensome, C/CAG will still have the option of creating a separate committee to deal with this new function.
- CMAQ currently has a clear responsibility to address transportation and its impact on air quality. We need to ensure that this new responsibility is also clearly spelled out and the funding related to it is identified.

**7. Information on potential housing nexus study.**

Mark Duino reported:

- C/CAG staff has been working with the Housing Endowment and Trust (HEART) Fund staff to identify creative funding mechanisms to increase the affordable housing stock in San Mateo County. One of the ideas that have been floated is to create a housing impact

fee for new employment developments.

- This fee would be directly tied to providing affordable housing for the growing workforce in San Mateo County.
- Sonoma and Marin Counties and some Bay Area cities have adopted such a funding mechanism.
- Before such a fee could be adopted, a nexus study must be conducted.
- C/CAG is working with HEART to secure funding to conduct a nexus study.
- The study must identify the number and location of the new jobs that are anticipated, the anticipated salaries for those jobs, the locations where additional housing would make sense to accommodate the new workers, and the cost of creating the new housing.
- The potential fees would likely vary depending on the type of industry and jobs being created.
- C/CAG has already generated interest by some foundations to contribute to such a study.

Comments:

- There are already a lot of fees imposed by the cities on new developments. Although more housing is an important goal, this is a bad time for additional fees that might stifle economic growth. A Countywide fee could serve to hurt those cities that are already doing a good job in this area. Opposition was expressed to using C/CAG funds to do this study.
- It was noted that C/CAG staff was requested to explore a number of housing options by previous action of C/CAG.
- If such a study is to be done, it should also include an analysis of all of the other fees that are currently in place, and consider what types of jobs the County might lose as a result of imposing a new fee.
- A new fee would especially hurt small businesses and expanding businesses might rethink expansion plans in San Mateo County.
- Committee members requested a copy of the list of other options that C/CAG had previously requested staff to explore.
- It was noted that a definition of affordable housing needs to be considered. Are we looking at creating housing for fast food workers or for teachers?
- Concern was expressed that the fact that a study of this nature is being conducted, may have to be disclosed to potential businesses contemplating coming to the County. It could result in making San Mateo County appear as a less desirable location.

**8. Information on the update for the Countywide Transportation Plan.**

Mark Duino reported:

- The focus of the next update of the Countywide Transportation Plan will be on specific transportation corridors.
- It is anticipated that transit use will continue to grow in those areas where transit usage is already strong
- The Plan will concentrate on how we can convert drive along trips to transit and carpool trips.
- The economy will likely have a major impact on anyone's ability to change travel

patterns.

**9. Member comments and announcements.**

- A Foster City company is currently manufacturing virtual mice and people (Entelos). It is hoped that this new technology will start a trend of increasing high wage and high skill jobs being created in the County.

**10. Adjournment and establishment of next meeting date.**

The next regular meeting was scheduled for June 27, 2005 (this meeting was subsequently canceled). At 4:55 p.m., the meeting was adjourned.



# C/CAG AGENDA REPORT

**Date:** July 25, 2005

**To:** Congestion Management and Air Quality Committee

**From:** Richard Napier, Executive Director

**Subject:** REVIEW AND APPROVAL OF A C/CAG FUNDING COMMITMENT TO  
UPDATE THE COUNTYWIDE GEOGRAPHICAL INFORMATION  
SYSTEM (GIS)

(For further information contact Walter Martone at 599-1465)

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## **RECOMMENDATION**

That the Congestion Management and Air Quality Committee (CMAQ) consider the recommendation of the Technical Advisory Committee (TAC) to provide a funding commitment to update the Countywide Geographical Information System (GIS) contingent upon securing funding commitments from the County, the Transportation Authority, and other funding partners such as Special Districts. This recommendation, if adopted, should also address whether the TAC also recommends enhancements so that the GIS can be used for engineering design.

## **FISCAL IMPACT**

The estimated cost for completing a new Countywide aerial photo dataset, rectifying it to a base map, and making it available to the public is \$480,000. It is recommended that this cost be divided among the funding partners as follows:

- San Mateo County - \$240,000
- C/CAG - \$100,000
- Transportation Authority - \$100,000
- Remaining partners - \$40,000

The resolution of the aerial photography can be enhanced to the quality needed for the engineering of roadway and transit projects for an added cost of \$150,000. This cost would be split equally among San Mateo County, C/CAG, and the Transportation Authority if these three agencies jointly agree to this enhancement.

## **SOURCE OF FUNDS**

Funding to support the C/CAG participation in this project could come from the Countywide Congestion Relief Plan and the vehicle registration fee adopted by C/CAG under AB 1546.

## **BACKGROUND/DISCUSSION**

San Mateo County in cooperation with a number of the cities and other entities have been pursuing the updating of a Countywide GIS that would have a basemap that has been rectified to new and consistent aerial photographs covering the entire County. This will result in significantly improved spatial accuracy, better resolution, and will take advantage of the latest improvements in technology.

The most familiar products from a GIS are maps for various purposes. First, and foremost, however, a GIS is a data storage, management, and retrieval system that can display or query data using space or geography as an indexing mechanism.

This data management and display function incorporated into a consistent, Countywide, and up to date GIS is important to support a number of the projects that C/CAG is the sponsor of or is a partner in. These include:

- The Countywide Transportation Plan and a variety of reports that are related to this Plan.
- Development, production, and distribution of the Countywide Bicycle Facilities Map that will become available on the C/CAG website.
- Deployment of Intelligent Transportation System (ITS) programs throughout the County based on the Countywide ITS Plan that is currently being developed under contract with C/CAG.
- Development of Airport Influence Areas
- Development and distribution of various maps and promotional materials for the various shuttle and local transportation services programs funded by C/CAG.
- Tracking of the status and performance of various transportation programs funded/supported by C/CAG.
- Monitoring and tracking over time of roadway performance as required in the Congestion Management Program.
- Monitoring and tracking of National Pollutant Discharge Elimination System (NPDES) programs.
- The integration of land use and transportation planning and the tracking of the impacts of smart growth policies on the transportation network.
- The organization and display of travel forecasting information that is produced through C/CAG's Countywide Travel Forecasting Model, on the roadways and transit systems in the County.
- The development of conceptual designs for roadway improvements and the analysis of the impacts of these improvements on up and downstream traffic.
- If the optional enhancement to the System is adopted, the aerial photography and rectification will be sufficient for engineering design purposes instead of just conceptual design.
- Production of right-of-way information and tracking of work on transportation systems in the County that are being done by other organizations through linking the GIS to other data management systems.

- Maintaining an up to date inventory and spatially accurate information about various facilities in the County including: utilities (above and below ground), communication networks, emergency and incident management facilities, location of certain materials including toxics
- Maintaining and producing information about historical and current data relating to trends and forecasts.
- Maintaining a spatially accurate depiction of the topography of the County that can be useful in land use and transportation planning and presenting information for public consumption.

All of these GIS applications would also be applicable for the individual jurisdictions in San Mateo County and other entities such as SamTrans/Transportation Authority. This System would build on a Countywide, consistent base map, which will be rectified to current, state-of-the-art aerial photographs. Once completed, all jurisdictions and other entities will be able to access the information through receipt of disks that contain updates of the database and through on-line connections.

Relationship to the GIS for other Bay Area Counties: The Association of Bay Area Governments (ABAG) has created a task force called the Bay Area Regional GIS Council (BARGC) to discuss, formulate and implement strategies to collect and share GIS data in the region. This Council has crafted a series of interlocking Memorandums of Understanding that will assist in building processes (legal and technical) so that data can be shared and integrated. The current membership of BARGC includes all nine Bay Area Counties, ABAG, MTC, the Cities of Oakland and San Jose, and the Bay Area Automated Mapping Association.

Recommendation of the TAC: The TAC will not be considering this item until its meeting on July 21, 2005; therefore its recommendations will be presented orally at the CMAQ meeting.

## **ATTACHMENTS**

None.



# C/CAG AGENDA REPORT

**Date:** July 25, 2005  
**To:** Congestion Management and Air Quality Committee  
**From:** Richard Napier, Executive Director  
**Subject:** INTRODUCTION OF SUSTAINABLE SAN MATEO COUNTY INDICATORS REPORT AND REQUEST FOR INPUT

(For further information contact Jill Boone at 650 599-1433)

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## **RECOMMENDATION**

That the CMAQ Committee members take advantage of this opportunity to offer input and requests for the Sustainable San Mateo County Indicators Report.

## **FISCAL IMPACT**

None.

## **SOURCE OF FUNDS**

Not applicable.

## **BACKGROUND/DISCUSSION**

Sustainable San Mateo County (SSMC) is a 501(c)(3) nonprofit dedicated to the long-term improvement of our region's environment, society, and economy through the promotion of sustainability. Inspired by the 1992 Earth Summit, SSMC has been educating the community about sustainability for 12 years. In addition to publishing the annual Indicators Report, SSMC hosts an annual Sustainability Awards program to recognize San Mateo County businesses, community groups, and individuals that have demonstrated an outstanding commitment to bringing sustainable practices to their work.

A listing and brief summary of the indicators from the 2005 Report is attached to this report. Past Indicators Reports can be accessed through <http://www.sustainablesanmateo.org/>. A hard copy of the 2005 Report can also be requested by contacting Jill Boone at [jboone@co.sanmateo.ca.us](mailto:jboone@co.sanmateo.ca.us) or call Jill at 650 599-1433.

The 2006 Indicators Report will mark the tenth anniversary of the Report, and SSMC is reviewing the indicators and supporting information that is included. SSMC wants to check in with the policy makers in the County to ensure that this educational tool is as useful as possible. Please see the attached letter for more information and individuals may provide input

directly to SSMC by emailing [advocate@sustainablesanmateo.org](mailto:advocate@sustainablesanmateo.org).

A representative of SSMC will be available at the July 25<sup>th</sup> CMAQ meeting to answer questions.

### **ATTACHMENTS**

- Sustainable San Mateo County letter
- Alphabetical List of Indicators
- Table of contents from the 2005 Indicators Report



**Sustainable San Mateo County**  
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E-mail: [advocate@sustainablesanmateo.org](mailto:advocate@sustainablesanmateo.org)  
Web: [www.sustainablesanmateo.org](http://www.sustainablesanmateo.org)

*Dedicated to the long-term health and vitality of our region*

July 6, 2005

**Founder**

MARCIA PAGELS

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**Indicators Project**

**Coordinator & Editor**

LINDA BAGNESCHI DORRANCE

**CMAQ Committee**

555 County Center

Fifth Floor

Redwood City, CA 94063

Dear CMAQ Committee:

Sustainable San Mateo County (SSMC) is looking for your input on its annual indicators report, *Indicators for a Sustainable San Mateo County*. The aim of the report is to raise awareness of our county's sustainability and improve our ability to make sound decisions for the benefit of future generations (sustainability means a healthy environment, society and economy for the long term). It is the only countywide report that tracks major economic, social and environmental issues in one document. The report is available on our website: [www.sustainablesanmateo.org](http://www.sustainablesanmateo.org).

In order for our report to be successful, it needs to be useful for elected officials – one of our primary target audiences (each of you should have received a copy). Please take a few minutes to consider the following questions.

- What information not currently in the indicators report would you like to see (either new indicators, or new information within existing indicator categories)?
- What indicators are not useful to you?
- Are there particular indicators for which you would like to see much more information? If so, which?
- Would a summary of what San Mateo County cities are doing to enhance sustainability be useful to you?
- Does your city financially support SSMC? If not, why not?
- Is the report useful to your city? If so, how? If not, what would make it more useful?

Please email your responses to [advocate@sustainablesanmateo.org](mailto:advocate@sustainablesanmateo.org), or call us at 638-2323.

Thank you for your input.

Regards,

Ruth Peterson  
Board Chair

SUSTAINABLE SAN MATEO COUNTY is a nonprofit public benefit corporation  
exempt from federal income tax under IRS Code Section 501(c)(3)





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# **C/CAG AGENDA REPORT**

**Date:** July 25, 2005

**To:** Congestion Management and Air Quality Committee

**From:** Richard Napier, Executive Director

**Subject:** DISCUSSION ON THE NEW ENVIRONMENTAL ROLE OF CMAQ AND  
CONSIDERATION OF A CHANGE IN NAME FOR THE COMMITTEE

(For further information contact Jill Boone at 650 599-1433 or Walter Martone  
at 650 599-1465)

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## **RECOMMENDATION**

That the CMAQ Committee:

1. Adopt the proposed delineation of responsibilities for the new environmental role being assumed by CMAQ.
2. Consider changing the name of the Committee to the Congestion Management and Environmental Committee (CMEQ).

## **FISCAL IMPACT**

None anticipated.

## **SOURCE OF FUNDS**

Not applicable.

## **BACKGROUND/DISCUSSION**

The C/CAG Board, at its regular meeting on April 14, 2005, voted to expand the role of the CMAQ Committee to include environmental, solid waste, and hazardous waste programs. CMAQ discussed this new role at its meeting on May 23, 2005 and requested that staff delineate the new responsibilities. The following chart provides the information requested by the Committee.

<b>Role</b>	<b>Anticipated Frequency</b>	<b>Potential Products</b>
Advise CCAG on official issues relating to AB 939. CCAG is the Local Task Force for AB 939 implementation. This would include reviewing and commenting on any official documents, such as the Five Year Review Report, Revisions to any of the Elements to the Countywide Integrated Waste Management Plan. We expect that there will be a revision to the Household Hazardous Waste Element or at least some kind of review of the updated element this year.	Once or twice this year and infrequently after that.	1. Five Year Review Report  2. Revisions to elements of the Countywide Integrated Waste Management Plan
Exploring options for collaborative work on Green Building programs and strategies.	Once or twice in the next year.	1. An integration of the Bay Area Regional Guidelines into the San Mateo Countywide Sustainable Buildings Guide.
Exploring options for collaborative work on Energy programs and strategies*	3-4 times over next year.	1. A process for developing an Energy Strategy for San Mateo County.
Exploring options for collaborative work on Water Conservation programs and strategies.	TBD	1. Countywide approach to water conservation.
Exploring options for collaborative work on Greenhouse Gas Emissions in relation to energy use and transportation*	2 times over next year.	1. Countywide commitment to reduce greenhouse gas emissions.
Exploring options for collaborative work on Environmental Purchasing.	TBD	TBD
Exploring options for collaborative work on Air Quality programs and strategies*	TBD	TBD

\* These are all related issues and will start with some educational presentations on how we are doing in San Mateo County on these issues.

CMAQ will not be taking on the role of overseeing the National Pollutant Discharge Elimination System (NPDES) Program. This Program requires substantially greater time and involvement, and it already has committees that are providing this function satisfactorily.

Given the frequency and intensity of the environmental matters identified in the above chart that are anticipated to be brought before the Committee, it is expected that these items can be managed within the existing schedule of regular CMAQ meetings. Staff support for this additional effort will come from the existing staff participating in the various technical forums. No additional staffing will be needed.

## **FUNDING FOR NEW PROGRAMS**

AB939 work will continue to be paid for by the County, as the County has legislative responsibility to oversee the process.

The exploration of options for collaborative work on Green Building, Energy, Water Conservation, Greenhouse Gases, Environmental Purchasing, and Air Quality, will be staffed and supported financially by the County as well. If, after discussion, a collaborative program is identified as desirable, the funding for that program, including staffing, will need to be considered as part of the potential program development. Determining program funding will be a key step in any large project. Smaller projects, such as the printing of materials to support countywide and collaborative green building efforts will most likely continue to be part of the County's RecycleWorks budget.

It is anticipated that the exploration of new environmental issues will be undertaken at a pace that is manageable by the current staffing of RecycleWorks and C/CAG. If this is not the case, the pace will need to accommodate the staffing level and/or a discussion of staffing will need to occur.

## **NAME CHANGE**

As a result of this change in responsibilities, CMAQ may want to consider a change in the name of the Committee. The acronym "CMAQ" is frequently confused with the Federal funding category that is administered by C/CAG. That category is called the Congestion Mitigation and Air Quality (CMAQ) Program. It is recommended that the Committee consider a change in name to the Congestion Management and Environmental Quality (CMEQ) Committee. This would avoid confusion and better describe the new functions that the Committee has assumed.

## **ATTACHMENTS**

- None.



# C/CAG AGENDA REPORT

**Date:** July 25, 2005

**To:** Congestion Management and Air Quality Committee

**From:** Richard Napier, Executive Director

**Subject:** DRAFT 2005 CONGESTION MANAGEMENT PROGRAM (CMP) FOR  
SAN MATEO COUNTY

(For further information contact Sandy Wong at 599-1409)

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## **RECOMMENDATION**

That the Congestion Management and Air Quality Committee (CMAQ) consider the recommendation of the Technical Advisory Committee (TAC) regarding acceptance of the Draft Congestion Management Program (CMP) for 2005 for San Mateo County.

## **FISCAL IMPACT**

It is not anticipated that the changes in the 2005 document will result in any increase in the current fiscal commitment that C/CAG has made to the Program.

## **BACKGROUND/DISCUSSION**

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP). C/CAG is also required to measure the roadway segments and intersections on the Congestion Management Program roadway network to determine the change in LOS from one period to the next. This basically is a report card on whether the roadway system is improving or getting worse.

As part of the 2005 CMP update, C/CAG has retained Fehr & Peers Transportation Consultants to monitor the roadway segments and intersections on the Congestion Management Program roadway network. As a result of this monitoring, C/CAG is required to determine what location(s), if any, has(have) exceeded the LOS standard that was established by C/CAG in 1991. Deficient locations are determined after deducting the traffic attributable to:

- Interregional travel.
- Construction, rehabilitation, or maintenance of facilities that impact the system.
- Freeway ramp metering.
- Traffic signal coordination by the state or multi-jurisdictional agencies.
- Traffic generated by the provision of low-income and very low income housing.
- Traffic generated by high-density residential development or mixed-use development (half of the mixed use development must be used for high density residential) within one-fourth mile of a fixed rail passenger station.

If, after applying the above exclusions, a deficient location is identified, the C/CAG Travel Demand Forecasting Model is used to determine the origins of the traffic at the deficient locations to determine which jurisdictions must participate in the development of a deficiency plan. A jurisdiction must participate if the traffic it is contributing is greater than ten percent (10%) of the capacity of the deficient location. On February 14, 2002, C/CAG adopted the San Mateo County Congestion Relief Plan that fulfills the requirement of a Countywide Deficiency Plan for all roadway segment and intersection deficiencies identified through the monitoring done for the 1999, 2001, 2003, and 2005 Congestion Management Programs. Therefore no jurisdiction will be required to develop a deficiency plan as a result of this monitoring report.

### **2005 Traffic Monitoring Analysis**

Based on the monitoring report and after the exclusions have been applied, five of the 53 roadway segments exceeded the LOS standard. This compares with one deficient segment in 1997 and eight deficient segments in 1999, nine deficient segments in 2001 and four deficient segments in 2003.

The complete Monitoring Report is included in Appendix F of the Draft Congestion Management Program for 2005. The five roadway segments in violation of the LOS Standard in 2005 are:

- SR 1, San Francisco County Line to Linda Mar Boulevard
- SR 35, I-280 to SR 92
- SR 84, Willow Street to University Avenue
- SR 92, I-280 to US 101
- I-280, SR 1 (south) to San Bruno Avenue

Of the above five segments, the SR 35 and SR 92 segments were not in violation in 2003. The remaining segments (SR 1, SR 84, and I-280) were also in violation in 2003. The following roadway segment that violated the LOS Standard in 2003 were found not to be in violation in 2005:

- I-280, San Francisco County Line to SR 1 (north)

For the sixteen intersections monitored, the 2005 traffic volumes, lane configurations, and signal phasings were used as inputs to the intersection level of service calculations. No reductions for inter-regional travel were applied to the intersection volumes. There were no LOS standard violations for intersections in 2005.

In general, the following are some observations from the data contained in the report. These observations are based on the total traffic. The exclusions for determining deficiencies are not considered in these observations.

- From 1995 to 1997 there was an increase in traffic at 26 locations and a decrease at 9 locations.
- From 1997 to 1999 there was an increase in traffic at 24 locations and a decrease at 18 locations.
- From 1999 to 2001 there was an increase in traffic at 13 locations and a decrease at 14 locations.
- From 2001 to 2003 there was an increase in traffic at 6 locations and a decrease at 19



locations.

- From 2003 to 2005 there was an increase in traffic at 17 locations and a decrease at 11 locations.
- From 1995 to 2005 there was an increase in traffic at 31 locations and a decrease at 10 locations.
- The number of LOS F (F designated the worse possible congestion) roadway segments has gone from 6 in 1995, to 8 in 1997, to 18 in 1999, to 16 in 2001, to 13 in 2003, to 12 in 2005.
- The number of LOS F intersections has gone from 4 in 1995, to 4 in 1997, to 3 in 1999, to 1 in 2001, to none in 2003 and 2005. The majority of intersections that were monitored were along Route 82 (El Camino Real).

Travel times were also measured for the U.S. 101 corridor between the San Francisco and Santa Clara County Lines. The U.S. 101 corridor was selected because, in addition to mixed-flow lanes, it includes High Occupancy Vehicle (HOV) lanes, bus routes, and passenger rail. Results are summarized in Table 3 below.

<p align="center"><b>Table 3</b></p> <p align="center"><b>Average Travel Time in U.S. 101 Corridor</b></p> <p align="center"><b>(in Minutes)<sup>1</sup></b></p>																
Mode	AM <sup>2</sup>								PM <sup>3</sup>							
	Northbound				Southbound				Northbound				Southbound			
	'99	'01	'03	'05	'99	'01	'03	'05	'99	'01	'03	'05	'99	'01	'03	'05
Single-Occupant Auto	29	27	29	31	45	49	37	38	38	31	39	33	31	26	30	35
Carpool	29	25	28	30	40	38	29	31	36	31	34	32	28	25	25	32
Caltrain	42	44	43	42	45	48	49	42	46	49	49	42	42	45	46	42
SamTrans Route KX	61	66	68	72	68	76	74	72	71	75	75	79	63	71	72	75
<p><b>Notes:</b> <sup>1</sup> Between San Francisco and Santa Clara County Lines.</p> <p><sup>2</sup> Morning commute period (Defined as 7:00 am to 9:00 am)</p> <p><sup>3</sup> Evening commute period (Defined as 4:00 pm to 7:00 pm)</p>																

Travel time surveys were also conducted for the HOV lanes on U.S. 101, which currently extend from the Santa Clara County Line to Whipple Avenue. The total travel time for carpools was estimated by adding the travel time in the HOV lanes between the Santa Clara County Line and Whipple Avenue to the travel time in the mixed-flow lanes between Whipple Avenue and the San Francisco County Line.

Travel times for bus and passenger rail modes were estimated based on SamTrans and Caltrain published schedules. SamTrans bus route KX operates in the U.S. 101 corridor. This route provides service through San Mateo County from San Francisco to Palo Alto. Travel times were based on the average travel time between County lines during the commute hours. Travel time via Caltrain was calculated in a similar manner.

Recommendation of the TAC: The TAC will not be considering this item until its meeting on July 21, 2005; therefore its recommendations will be presented orally at the CMAQ meeting.

**ATTACHMENT**

1. Draft Congestion Management Program (CMP) for 2005 for San Mateo County  
(Provided as a separate enclosure for CMAQ members only. Public members may contact Sandy Wong at 650-599-1409 if interested in receiving the document.)

# **C/CAG AGENDA REPORT**

**Date:** July 25, 2005  
**To:** Congestion Management and Air Quality Committee  
**From:** Richard Napier, Executive Director  
**Subject:** ACCEPTANCE OF SAN MATEO COUNTY INTELLIGENT  
TRANSPORTATION SYSTEM (ITS) STRATEGIC PLAN

(For further information contact Sandy Wong at 599-1409)

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## **RECOMMENDATION**

That the Congestion Management and Air Quality Committee consider the recommendation of the Technical Advisory Committee (TAC) regarding acceptance of the San Mateo County Intelligent Transportation System (ITS) Strategic Plan.

## **FISCAL IMPACT**

Funding for the preparation of the ITS Strategic Plan has been included in C/CAG budget. Acceptance of this plan will not have any additional fiscal impact.

## **SOURCE OF FUNDS**

Funding for this study comes from the Congestion Relief Plan adopted by C/CAG on February 14, 2002. The source of the funds is C/CAG member assessments combined with matching funds from the Transportation Authority.

## **BACKGROUND/DISCUSSION**

The San Mateo Countywide Intelligent Transportation System (ITS) Strategic Plan has been developed under the guidance of the Working Group consisting of the following members: Larry Patterson (San Mateo), Ray Davis (Belmont), Richard Haygood (Redwood City), Rene Baile (Menlo Park), Joe Hurley and Shahla Yazdy (San Mateo County Transportation Authority), Walter Martone and Sandy Wong (C/CAG), Frank Burton and Larry Stueck (SamTrans), Jeff Georgevich (MTC), Albert Yee, Alan Chow, Erik Alm and many dedicated representatives from Caltrans. The Working Group was assisted by a consulting team led by DKS Associates. Input to the ITS Strategic Plan was solicited from a large number of agencies including all 21 jurisdictions in San Mateo County, SamTrans, Caltrain, SM County Transportation Authority, Peninsula Traffic Congestion Relief Alliance, Caltrans, California Highway Patrol, Federal Highway Administration, and County Emergency Services.

The ITS Strategic Plan is intended to provide direction in the application of advanced transportation technology in San Mateo County over the next twenty years. The Strategic Plan includes all potential ITS applications in the County for auto, transit, traveler information, and incident management opportunities. The Strategic Plan is organized as follows:

**Executive Summary**

**Chapter 1 – Introduction**

**Chapter 2 – Setting** (It depicts the existing transportation networks and existing local and regional ITS initiatives.)

**Chapter 3 – ITS Vision for San Mateo County** (It states the Countywide ITS vision and goals.)

**Chapter 4 – Freeway Management** (It includes goals, opportunities, and priority projects to manage the freeway system in order to maximize its efficiency by enhancing flow and reducing delays.)

**Chapter 5 – Arterial Management** (It includes goals, opportunities, and priority projects to manage the arterial system and for it to work in concert with the freeway system.)

**Chapter 6 – Transit Management** (It includes goals, opportunities, and priority projects to manage and enhance the transit system. Major input for this chapter was received from SamTrans.)

**Chapter 7 – Traveler Information** (It includes goals, opportunities, and priority projects to provide information to travelers and transit users to aid their decision making and travel plans.)

**Chapter 8 – Parking Management** (This chapter has been deemed low in priority from a countywide perspective by the study team.)

**Chapter 9 – Incident Management** (It includes goals, opportunities, and priority projects to plan and coordinate responses to incidents that occur on either the freeway or arterials.)

**Chapter 10 – Supporting Elements** (It includes goals, opportunities, and priority projects for communications network, procedures, protocols, and data archiving.)

**Chapter 11 – Project Implementation** (It's a summary of all projects identified through the strategic planning process.)

**Chapter 12 – Next Steps** (It's a summary of projects that can be developed and implemented in the near future.)

Next Steps:

As summarized in Chapter 12, a number of the high priority projects identified through the strategic planning process can be moved to implementation stage immediately. Specifically, following projects are recommended to be developed and implemented in the near term:

- Freeway Management Project #1: Bring already deployed freeway ITS devices into full and stable operation. (C/CAG in partnership with Caltrans)
- Arterial Management Project #1: Upgrade existing traffic signal systems – fill critical gaps in signal inter-connect network. (C/CAG, local agencies, and Caltrans)
- Arterial Management Project #7: Provide a link between traffic signal systems operated by local agencies and by Caltrans (Local agencies, Caltrans, and C/CAG).

- Transit Management Project #3: Explore applications for transit signal priority along key transit corridors. (on-going by SamTrans)
- Transit Management Project #4: Install electronic information signs at transit transfer and major activity centers. (on-going by SamTrans)
- Transit Management Project #7: Expand deployment of TransLink electronic fare system. (on-going by MTC)
- Incident Management Project #1: Develop Countywide incident management plans. (C/CAG in cooperation with local agencies, emergency service providers, Office of Emergency Services, Caltrans, MTC, CHP, etc.)
- Support Element Project #1: Prepare an overall Communications Network Plan for the San Mateo County ITS Program. (C/CAG, local agencies, transit operators, Caltrans, MTC, etc.)

The Executive Summary and Next Steps Chapters provide a quick overview of the most important elements and conclusions reached as a result of the development of this Plan.

Recommendation of the TAC: The TAC will not be considering this item until its meeting on July 21, 2005; therefore its recommendations will be presented orally at the CMAQ meeting.

#### **ATTACHMENT**

- Draft Final San Mateo County Intelligent Transportation Systems Strategic Plan (Enclosed separately for CMAQ members only).